TRANSPORTATION

1. OVERVIEW

MISSION

The Department of Transportation's mission is to provide for the safe, secure, accessible and reliable movement of people and goods to serve the social and economic needs and aspirations of the people of the Northwest Territories.

GOALS

1. The NWT transportation system continues to improve
2. The NWT has an ongoing high level of Northern business and employment opportunities in the public and private transportation sectors
3. The NWT has a safe and secure transportation system in all modes
4. The Department has a high performance workplace that is adaptable, effective, efficient and innovative in delivering programs and services
5. Continue to ensure that the high quality of the NWT environment is maintained
6. The Department supports local transportation infrastructure

PROPOSED BUDGET ($000)

Total Operating Expenses	$107,180
Compensation & Benefits	$36,422
Grants & Contributions	$1,010
Other O&M	$36,173
Amortization	$33,575
Infrastructure Investment	$62,703

PROPOSED POSITIONS

Headquarters (HQ)	95 positions
Regional/Other Communities	218 positions

KEY ACTIVITIES

- Corporate Services
- Airports
- Highways
- Marine
- Community Access Program
- Road Licensing and Safety

STRATEGIC ACTIONS

The department will take the following actions in support of the government's strategic initiatives:

Reducing the Cost of Living

- Improve Transportation Access to Communities
  - Infrastructure to Connect Communities
  - Dempster Ice Bridge Acceleration
  - Wekweèti Winter Road
  - O&M related to Runway Extensions
  - Fort Simpson Region Ice Bridge Construction Acceleration
  - Improve Mackenzie Valley Winter Road
  - Dempster Highway Ferry Operations Extension

Refocusing Government

- Strengthen Service Delivery
  - Community Access Program
  - Commercial Transport/Licence Plate

Maximizing Opportunities

- Improve Skills for Living and Working
  - Marine Training Program

- Support Diversification
  - Seasonal Overland Road to Slave Geologic Province

Building Our Future

- Increase Safety and Security
  - Drive Alive

2. EMERGING ISSUES

Decrease in Federal Funding
In recent years, the Federal Government has allocated a large amount of infrastructure funding under their various programs (Canada Strategic Infrastructure Fund 1 & 2, Building Canada Plan, Infrastructure Stimulus Funding, etc). As these federal funding programs end the Federal Government is not expected to announce new programs while the deficit exists. Without the significant levels of federal funding for capital project delivery, future capital work may be limited. The Department will focus on priority infrastructure rehabilitation as well exploring other resourcing and financing alternatives.

Under-Developed and Aging Transportation System
There is an increasing demand for new roads or improved winter roads, runway extensions and building rehabilitation/replacement to support economic development, inter-community travel and reduce the cost of living in communities across the NWT. The Department has been challenged by the need to upgrade substandard transportation infrastructure and rehabilitate and replace aging infrastructure. Preserving existing infrastructure is essential for the safe and reliable movement of people and goods. Much of the existing infrastructure in the NWT was built to standards which were suitable for the loads/use of the day. However, highways and airports now require reconstruction and regular maintenance to ensure they are capable of withstanding current demands. Major culverts, bridge structures, pavements and maintenance buildings are reaching the end of their lifecycles and are in need of rehabilitation or replacement.

Mackenzie Valley Highway to Tuktoyaktuk
The proposed Mackenzie Valley Highway to Tuktoyaktuk (MVH) has been a priority of the Department for many years and was endorsed as a priority of the 16th Assembly. The highway, also known as the "Road to Resources", has received attention in recent years due to the increasing economic development in the NWT. In partnership with the Federal Government and local Aboriginal Groups the Department has begun work on Project Description Reports for the all-season highway. Once complete the Department will be able to use this information to apply for construction permits and to continue building the business case for funding.

Regulatory Processes for Operations and Capital Projects
In recent years the Department has become subject to a steadily increasing volume of regulatory requirements. The requirements are considerably more technical in nature than past measures and require significant staff resources to ensure compliance. In addition to Territorial requirements, the Department also faces an increasing array of federal transportation safety, security and environmental regulations.

Environment
The health of the environment continues to be the focus of public attention at the territorial, national and international levels. The Department recognizes the importance of environmental considerations and continues to further foster a corporate culture of environmental excellence across all programs and services. Efforts have ranged from implementing operational improvements for greater energy efficiency and reduced fuel consumption to advancing climate change research. These and other environmental initiatives will be central to realizing the Department's long term environmental stewardship objectives. The Department is also examining outstanding environmental liabilities and undertaking remediation projects where possible.

Innovation and Technology

There is increasing expectations for government to use information systems and technology to achieve continuous improvement in the delivery of public programs and services. In order to keep pace with public expectations and respond to other factors such as changing legislation and regulatory requirements, the Department continues to implement information system solutions to achieve improved levels of client service, improved safety for the travelling public and other benefits such as improved maintenance and management practices for transportation infrastructure and equipment. The Department must also continue to find new and innovative ways to further integrate information systems and to respond to increasing maintenance demands associated with aging information technology systems, such as the Motor Vehicle Information System.

3. 2011-12 Planning Information

The detailed description of planned activities for the department includes the following sections:

a) **Fiscal Position and Budget** provides information on the department's operation expenses and revenues.

b) **Key Activities** describes the department's major programs and services, including strategic activities, as well as results to date and measures.

c) **Infrastructure Investments** gives an overview of the department's infrastructure investments to date and activities planned for 2011-12.

d) **Legislative Initiatives** provides a summary of the department's legislative initiatives during the 16th Legislative Assembly as well as initiatives planned for 2011-12.

e) **Human Resources** includes overall statistics and position reconciliation, information on capacity building activities as well as departmental training and development.

f) **Information Systems and Management** describes department-specific information and management systems as well as major initiatives planned for 2011-12.

a) Fiscal Position and Budget

Departmental Summary

	Proposed Main Estimates 2011-12	Main Estimates 2010-11	Revised Estimates 2009-10	Actuals 2008-09
	($000)	($000)	($000)	($000)
OPERATIONS EXPENSE				
Corporate Services	10,058	9,705	9,243	8,497
Marine	8,029	7,808	8,456	8,344
Highways	55,709	54,220	48,883	47,143
Airports	27,730	27,318	29,656	27,049
Road Licensing & Safety	4,646	4,452	3,651	3,524
Community Access Program	1,008	1,008	334	293
TOTAL OPERATIONS EXPENSE	107,180	104,511	100,223	94,850

OPERATION EXPENSE SUMMARY

	Main Estimates 2010-11	Proposed Adjustments: Forced Growth	Proposed Adjustments: Strategic Initiatives	Proposed Adjustments: Sunsets and Other Adjustments	Proposed Adjustments: Internal Reallocations	Proposed Budget 2011-12
	($000)	($000)	($000)	($000)	($000)	($000)
Corporate Services						
Management	657	27				684
Regional Management	2,375	87				2,462
Occupational Health & Safety	134	2				136
Employee Benefits	974	-				974
Finance	971	36				1,007
Planning & Policy	1,660	39		(50)		1,649
Information Systems	1,709	189				1,898
Environment	498	6				504
Contracts	369	11				380
Public Affairs & Communicatior	335	6				341
Amortization	23	-				23
Total Activity	**9,705**	**403**	**0**	**(50)**	**0**	**10,058**
Marine						
Management	2,621	11				2,632
Maintenance & Refits	1,044					1,044
Operations	3,421	40	170			3,631
Amortization	722					722
Total Activity	**7,808**	**51**	**170**	**0**	**0**	**8,029**
Highways						
Management	685	33				718
Infrastructure	7,684	393				8,077
Winter Roads	4,181	41	500			4,722
Operations	17,020	522				17,542
Amortization	24,650					24,650
Total Activity	**54,220**	**989**	**500**	**0**	**0**	**55,709**
Airports						
Management	681	22				703
Facilities	3,559	59				3,618
Program Development	2,186	45				2,231
Operations	13,240	266	20			13,526
Amortization	7,652					7,652
Total Activity	**27,318**	**392**	**20**	**0**	**0**	**27,730**
Road Licensing & Safety						
Management	276	9				285
Motor Carrier Services	1,377	55				1,432
Safety and Regulations	2,279	230		(100)		2,409
Amortization	520					520
Total Activity	**4,452**	**294**	**0**	**(100)**	**0**	**4,646**

Community Access Program						
Community Access Program	1,000					1,000
Amortization	8					8
Total Activity	**1,008**	**0**	**0**	**0**	**0**	**1,008**
TOTAL DEPARTMENT	**104,511**	**2,129**	**690**	**(150)**	**0**	**107,180**

REVENUE SUMMARY

	Proposed Main Estimates 2011-12	Main Estimates 2010-11	Revised Estimates 2009-10	Actuals 2008-09
	($000)	($000)	($000)	($000)
GENERAL REVENUES				
Airports - Concessions	290	305	267	331
Airports - Landing & Other Fees	2,500	2,650	2,805	2,650
Airports - Lease/Rental Revenue	2,450	2,455	2,212	2,409
Road Licensing & Safety - Exams & Certifications	20	20	20	22
Road Licensing & Safety - Fees	840	864	624	592
Road Licensing & Safety - Licenses	430	427	427	353
Road Licensing & Safety - Permits	420	422	177	177
Road Licensing & Safety - Registrations	3,500	3,500	3,196	3,375
TOTAL	10,450	10,643	9,728	9,909
OTHER RECOVERIES				
Corporate Services - Admin Fees	130	30	30	26
Corporate Services - Research & Development - Build Canada Plan	264	264	0	525
Highways - Bypass Road - City of Yellowknife - Build Canada Plan	0	1,500	2,500	2,750
Highways - Maintenance National Park	130	95	95	97
Aiports - Nav Can Occupancy Agreement	550	550	498	594
Airports - CATSA Agreement - YK Airport HBS	127	127	125	128
TOTAL	1,201	2,566	3,248	4,120
CAPITAL				
Deferred Capital Contributions	12,700	12,700	12,196	12,004
TOTAL	12,700	12,700	12,196	12,004
REVENUES	**24,351**	**25,909**	**25,172**	**26,033**

DEH CHO BRIDGE SUMMARY

	Annualized (000's)	Proposed Main Estimates 2011-12 Partial Year (000's)
FUNDING SOURCES		
Toll Revenue[1]	3,200	1,300
Base Contribution[2]	2,710	813
Annual Subsidy[3]	2,320	773
	8,230	2,886
COSTS		
Debt Service Payment[4]	7,924	3,893
Bridge Maintenance and Inspections[5]	350	0
Toll Administration[6]	300	100
Involvement and Opportunities Grants[7]	200	64
	8,774	4,057
Net Cash Surplus (Deficit)	(544)	(1,171)

Notes:

1) Toll revenues based on 2009-10 actual north bound truck volumes; December 1 to March 31 for 2011-12
2) Base contribution represents on-going cost savings from the discontinuation of the Fort Providence ferry and ice bridge crossing operation
3) Represents annual GNWT subsidy of $2.28M indexed for annual inflation (CPI Yellowknife index)
4) Debt Service payments - including principal and interest
5) Deh Cho Bridge maintenance and inspection costs estimated at $350K each year. No maintenance or inspection costs expected in 2011-12
6) Toll administration costs estimated at $300K each year; $100K pro-rated costs for 2011-12
7) An Involvement Grant (starting July 2010) and an Opportunities Grant (starting April 2012) for the Deh Gah Gotie First Nation and the Fort Providence Metis Council for the purpose of promoting community involvement in the bridge project during the construction of the bridge and to assist in creating community benefits and economic opportunities related to the Deh Cho Bridge over the next 35 years
8) This schedule is for information purposes only. Funding allocations from this page have not been fully reflected in the 2011-12 Operations Expenditure Target for the Department of Transportation and will require Financial Management Board approval

b) Key Activities

KEY ACTIVITY 1: CORPORATE SERVICES

Description

Corporate Services provides support and departmental wide corporate programs in 10 areas:

Management
Information Systems
Finance
Occupational Health and Safety
Employee Benefits
Regional Management
Contracts
Planning and Policy
Environment
Public Affairs and Communications

Major Program and Services 2011-12

Overall

Continue to pursue federal infrastructure funding

- Continue to engage with the CanNor and the Canada P3 Office to pursue partnership opportunities to fund infrastructure priorities
- Participate in the development of a National Multimodal Transportation Strategy which highlights the need for NWT transportation priorities such as the Mackenzie Valley Highway
- Advocate need for the continuation of existing or development of new federal infrastructure funding programs

Continue to prepare for resource developments, such as the Mackenzie Gas Project

- Continue to monitor progress and developments to ensure that the transportation system continues to accommodate future resource requirements

Advance research and initiatives in support of Climate Change

- Complete the engineering assessment of Highway 3 which will assess the vulnerability of the road base to permafrost degradation
- Continue participation on GNWT and National Climate Change Task Forces
- Participate in the federal Northern Transportation Infrastructure Center of Excellence
- Continue participation and contribute towards research underway through the Network of Expertise – Permafrost

Greening NWT Transportation

- Continue implementing *Green Light*, the Department's Environmental Action Plan, including the development of a Departmental Environmental Management System (EMS)
- Continue to identify energy saving initiatives across the Department
- Continue to educate public on energy saving tips related to transportation

Promote the development of an Arctic Gateway / Over the Top Shipping Route

- Continue to work with industry and other jurisdictions to advance the 'Over the Top' and Arctic Gateway initiatives
- Utilize Transport Canada's Northern Transportation System Assessment to advocate for infrastructure investments

Develop Corporate Strategies – Information Systems, Business Continuity and Human Resources

- Continue to implement DOT's Human Resources and Information Systems strategic plans
- Continue to support the implementation of the GNWT's long term human resources strategy
- Finalize the development of DOT's Occupational Health and Safety Strategic Plan
- Work with the Department of Human Resources to advance short and medium term strategies to assist in the recruitment of technical positions

Innovation and Technology

- Continue improving and enhancing information provided on the Department's web site
- Work towards on-line payment options and web based Road Licensing and Safety Services with the eventual replacement of the Motor Vehicle Information System
- Complete the implementation of the Deh Cho Bridge toll collection system
- Finalize a replacement strategy and business case for the replacement of the Motor Vehicle Information System to enable DOT to move to on-line registration and licensing service

Strategic Initiatives

Drive Alive

Drive Alive, the GNWT's partnership-based travel safety information program, provides travel safety information through a variety of media and approaches and makes that information broadly available across the NWT. In previous years Drive Alive has partnered with a variety of organizations to provide funding to enable a child bicycle helmet and boat safety program, as well as products like a Children's Activity Book meant to reinforce safety lessons for our youth. Campaigns to Beware of Bison on highways and contributions to the Healthy Choices framework are all key components. In 2011-12 it is expected that Drive Alive will have a distracted driving campaign as well as expanding boating safety course availability in the communities. The continuation of ongoing campaigns as well as the introduction of new safety initiatives will make Northerners more aware of their personal safety and prevent injuries and deaths.

Four Year Business Plan Update

Results to Date

Continue to pursue federal infrastructure funding (i.e. Building Canada Plan, ACAP)

- Secured federal funding to undertake Project Description Reports (PDR) for an all-season Mackenzie Valley Highway to Tuktoyaktuk
- Completed a PDR, with funding from CanNor, of the northernmost section of the Mackenzie Valley Highway from Inuvik to Tuktoyaktuk
- Secured funding and began a feasibility study of a Seasonal Overland Road through the Slave Geological Province with Canada's P3 Office
- Secured federal funding for Building Canada Plan and Infrastructure Stimulus Fund project

Transportation

Continue to prepare for resource developments, such as the Mackenzie Gas Project

- Continued to monitor developments of the MGP and develop the GNWT response to the JRP report

Advance research and initiatives in support of Climate Change

- Continued research begun in 2009/10 with Building Canada Plan funding to examine the impacts of climate change on highways
- Research includes work to examine sub grade temperature reaction using thermistors, and the use of innovative highway design techniques in ice-rich permafrost area

Greening NWT Transportation

- Publicly released *Green Light*, the Department's environmental action plan
- Working with Public Works and Services to implement energy efficiency projects across the Department
- Equipment tracking management system has been implemented for improved management of fleet utility consumption and maintenance activities

Promote the development of an Arctic Gateway / Over the Top Shipping Route

- Continued to advocate for the development of a northern "Over the Top" marine transportation route in terms of direct employment, value added employment, marine competition, and backhaul opportunities
- In partnership with Transport Canada, completed the Northern Transportation System Assessment which assesses the transportation needs of the North

Develop Corporate Strategies – Information Systems, OH&S, Business Continuity and Human Resources

- Developed a departmental Information Systems and Human Resources Strategic Plan, and initiated the development of Business Continuity and OH&S Strategic Plans
- In conjunction with the Department of Human Resources developed an options paper on engineer recruitment. The paper provides strategies to use towards short, medium and long term initiatives that may assist in the recruitment of this hard to recruit group
- Completed an Occupational Health and Safety Manual
- Created Emergency Business Continuity Plans for NWT surface structures

Innovation and Technology

- Installed a variable message sign and a Weigh In Motion Scale
- Road Weather Information System was installed on Highway 3 near Chan Lake
- Improved transportation data collection throughout the transportation system
- Confirmed reliability of data from Weigh in Motion Scale data
- Continue improving and enhancing information provided on the Department's web site to make the distribution of airport, highways, licensing, and safety information more effective

KEY ACTIVITY 2: AIRPORTS

Description

The purpose of the Airports Program is to provide airport facilities and services and to encourage and support the provision of regular, safe, cost-effective and reliable air services. The Department is responsible for the maintenance, operation and rehabilitation and upgrading of airports.

The Department operates 27 airports in the Northwest Territories, of which one is a Gateway hub (Yellowknife), two are Regional hubs, (Norman Wells and Inuvik), and the remaining 24 are community airports. Connected with the Airports Program, the Department maintains a close watch over air transportation legislation, regulation and policy activities of other governments, overall trends in air transportation safety, costs, infrastructure technology developments/change and opportunities for partnership to finance the improvement of airport infrastructure. There are four areas of program support: Management, Program Development, Operations and Facilities.

Major Program and Service Initiatives 2011-12

Overall

Airport Facilities

- Relocation of Colville Lake and Trout Lake Airports
- Complete runway extension for Fort McPherson

Advance economic development and business opportunities

- Study alternative management models that best promote business opportunities for the Yellowknife Airport
- Investigate and promote commercial business interests and investment
- Continue advancing airport commercial land development and business investment
- Consider modifications to the current landing fee structure

Implement a regulatory Safety Management System (SMS) and develop Emergency Response Plans

- Finalize full implementation of SMS requirements; including: quality assurance, emergency planning, hazard risk analysis, corrective action program, inspection, auditing and training programs and required documentation processes
- Continue development and roll-out of SMS at all community airports
- Full scale exercises will be conducted in Deline, Fort Simpson, Sachs Harbour, WahTi and Yellowknife

Firefighting

- Work with partners in the City of Yellowknife, Environment and Natural Resources, the Diamond Mines, and the Department of National Defence to improve firefighting capacity in case of a catastrophic fire
- Continue to implement shared training facilities and resources and develop a strategic approach to equipment allocation

Transportation

Strategic Initiatives

Infrastructure to Connect Communities
The Department is improving the transportation access to communities by extending airport runways to 4000' in Fort Good Hope, Tulita and Fort McPherson to mitigate aircraft weight constraints imposed by new federal regulations. The runway extension has been completed in Fort Good Hope and construction is underway in Tulita and Fort McPherson. These runway extensions will increase annual operating and maintenance costs for these runways.

Four Year Business Plan Update

Results to Date

Airport Facilities
- Ensured flexibility and ability to adjust airport facilities in response to industry needs, including a new Combined Services building at the Yellowknife Airport and the construction of three new ATB in Sachs Harbour, Paulatuk and Tuktoyaktuk
- 1000' runway and lighting extension for Fort Good Hope and Tulita airports
- Continue implementing Runway Surface Stabilization Program with LutselK'e, Wekweeti and WhaTi
- Glycol Storage and Treatment Facilities at Yellowknife Airport
- Asbestos remediation of Fort Smith airport garage in conjunction with Transport Canada

Advance economic development and business opportunities
- Reviewed and refined research on alternative governance models, infrastructure needs, costs and revenue opportunities for the Yellowknife Airport
- Prepared Commercial Development proposals for Inuvik, Norman Wells and Yellowknife
- Partnered with ITI to develop the *International Air Travel, Tourism and Air Travel Opportunities Study*
- Conducted a review of the current landing fee structure

Improve and standardize maintenance and operations
- Implemented improved efficiencies for airport facility maintenance through the transfer of maintenance for buildings to PWS
- Improved airport maintenance through updating training manuals for community airport operators
- Relocated management of the Tuktoyaktuk Airport to the Inuvik Regional Airport
- Clarified responsibilities of NAV Canada for maintenance and operations under Aviation Services and Facilities Agreement/Occupancy Agreement

Implement Safety Management System (SMS) and Emergency Response Plans
- Completed initial years of SMS implementation
- Worked with Fort Providence, Fort Liard and Wrigley to adjust community airport certification level
- Full scale exercises have been conducted at Fort McPherson, Fort Smith, Gameti, Paulatuk, Tulita, Aklavik, Fort Good Hope, Hay River, Lutselk'e and Wekweeti
- Phases 1, 2 and 3 of SMS regulatory requirements have been completed
- Completed reorganization of the Airports Division to accommodate SMS requirements
- Completed all regulatory emergency response plans and worked with MACA and HSS, the

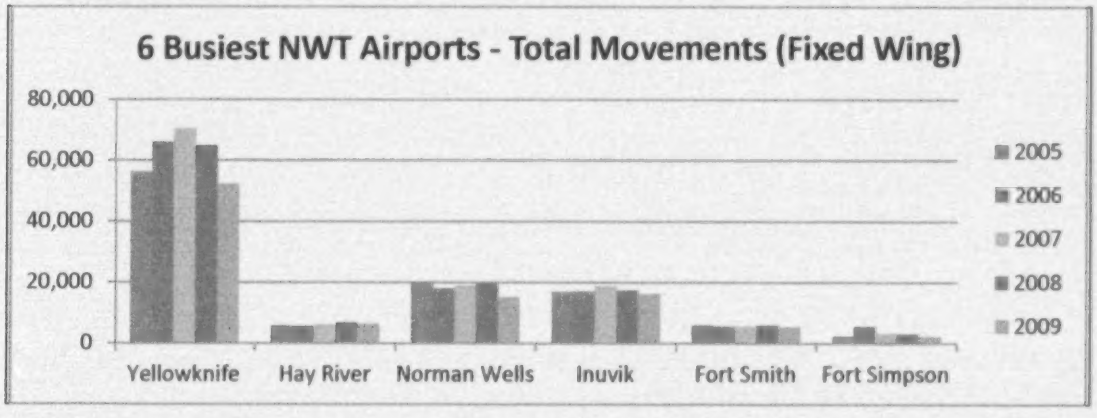
RCMP, communities and industry to broaden emergency preparedness response and awareness
- Conducted live training exercises in communities across the NWT

Develop Airport Strategies/Plans of Action
- Updated the *Runway Lengths Study* and have moved forward on recommendations for high priority runway extension
- Updated the *Yellowknife Airport Development Plan*
- Completed *Colville Lake Development Plan*

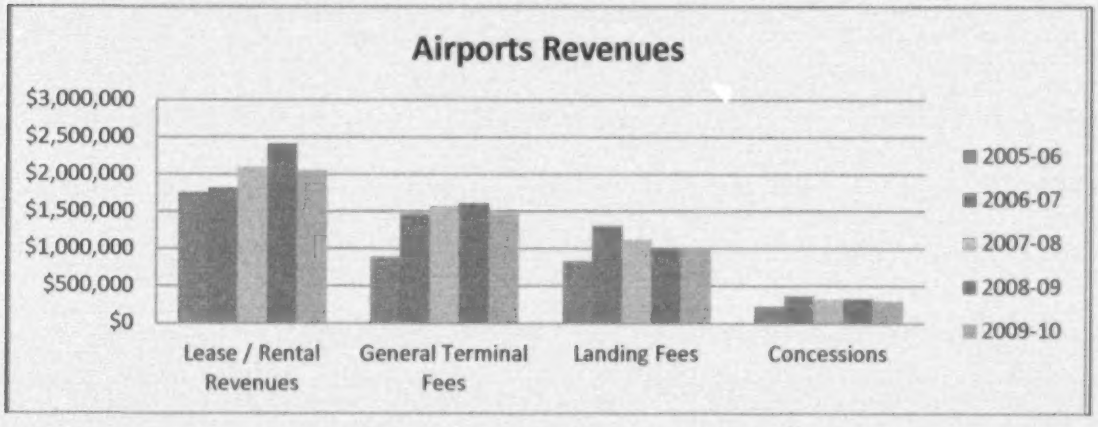
Improve data collection
- Updated billing system to enable statistical reporting and utilized new statistical analysis tools for aviation planning
- Implemented preventive maintenance systems for electrical, surfaces and equipment

Measures Reporting

Aircraft Movements at Six Busiest GNWT Airports



Airport Commercial Development, Lease and Landing Fee Revenues



KEY ACTIVITY 3: HIGHWAYS

Description

The purpose of the Highways Program is to provide highway infrastructure and services to support the provision of safe, reliable and cost-effective inter-community travel and road transportation services. The Department is responsible for operating, maintaining, rehabilitating and upgrading highway infrastructure.

The Department maintains 2200 kilometres of all-weather highways and 1,425 kilometres of seasonal winter roads. The Highway system also includes over 70 bridges and over 3,000 culvert structures. Connected with the Highways Program, the Department monitors current trends in highway construction, engineering, safety, design and technology. The Department actively seeks new partnership opportunities with other governments, industry and First Nation groups to assist in the development of new highway infrastructure and to enhance operations. There are four key areas of program support: Management, Winter Roads, Infrastructure and Operation Maintenance.

Major Program and Service Initiatives 2011-12

Overall

Upgrading of Highway Infrastructure

- Continuing the reconstruction and chip seal surfacing of highways and access roads across the NWT
- Continue to implement measures to safeguard NWT highway assets; including: bridge inspection program, bridge culvert replacement program, permafrost research (Hwy 3) and ensuring best practices in highways maintenance
- Complete engineering works and design on all the highways

Mackenzie Valley Highway to Tuktoyaktuk

- Work with local aboriginal groups to complete the environmental/engineering work required to develop the Project Description Reports for the portions of the all-season highway from Wrigley to the Dempster
- Continue to advance the northern most section of the Mackenzie Valley Highway, from Inuvik to Tuktoyaktuk, through the environmental assessment phase

Tłı̨chǫ Corridor Roads

- Work in partnership with Tłı̨chǫ Government to advance the development of Tłı̨chǫ Roads

Seasonal Overland Route (SOR) into Slave Geologic Province

- Work with the Canada P3 Office and industry to conduct a feasibility study of the SOR as a P3 project to facilitate and improve mine resupply and resource accessibility

Highway 4 – Giant Mine realignment

- Work with the federal government to safely realign Hwy 4 to facilitate the effective reclamation of Giant Mine

Deh Cho Bridge

- Install the toll collection system and initiate toll collection activities
- Initiate maintenance and monitoring programs
- Complete the construction of the Deh Cho Bridge
- Continue working with the local community to further the Community Opportunities and Involvement Agreement

Negotiate agreement for Highway 5 through Wood Buffalo National Park with Parks Canada

- Explore opportunities to partner with Parks Canada for reconstruction and capital improvements to ensure a safe and effective highway

Improve and standardize system wide maintenance practices

- Investigate alternative methods to provide higher friction levels with less granular material and longer life cycle
- Continue work to standardize maintenance practices between regions
- Implement plans for operations and maintenance activities efficiencies

Expand bridge culvert inspection and management system

- Complete a review of all potential Bridge Maintenance System solutions and implement the one most useful to the NWT
- Carry out all pre-engineering studies, including hydraulic, geo-technical investigations, surveys, and environmental assessments at crossings where structures are scheduled for rehabilitation or replacement

Improve support infrastructure

- Complete review on sand/salt storage facilities
- Complete review on equipment best suited for the Regions
- Install state of the art monitoring and measuring devices to assist in assessment

Strategic Initiatives

Improve Transportation Access to Communities

To reduce the cost of living and improve access to communities the Department is working on a number of capital and operating and maintenance projects across the highway system. Projects are underway to chip seal Highways 5 and 6, reconstruct the Liard Highway and to improve winter roads in Trout Lake, Deline and the Mackenzie Valley Winter Road.

Dempster Ice Bridge Acceleration

The ice bridges on the Dempster Highway will be opened earlier in the season. This would be accomplished though increased flooding and spraying efforts using ice spray technology. It is expected that the Peel River ice crossing and the main Mackenzie Crossing at Tsiigehtchic could be at full load capacity of 64,500 kilograms by December 15th, and the Tsiigehtchic Winter Access by January 5th using ice spray technology, weather permitting.

Wekweètì Winter Road Annual Construction

Wekweètì will be added to the Public Highway System and an annual Winter Road from the Whati junction to Wekweètì will be constructed. A detailed environmental scoping, engineering and route analysis of Tłı̨chǫ winter roads has been recently completed and is currently being reviewed. This study

included options for an alignment to Wekweètì. Consultation, permitting and land acquisition phases began in 2009/10 and will continue in 2010/11.

Fort Simpson Region Ice Spray
To accelerate construction and increase efforts to open the ice bridge on the Liard River earlier in the season and maintain it later in the season. This would be accomplished though increased flooding and spraying efforts using ice spray technology.

Four Year Business Plan Update

Results to Date

Upgrading of Highway Infrastructure

- Worked to protect the Department's highway investment and to ensure a better road surface for the traveling public, for example applying 70km of new chip seal on Highways 1 and Mackenzie Valley Winter Road improvements including the Blackwater River Bridge
- Replaced 14 large culverts within the system
- Conducted detailed inspections on the bridge and road surface network

Highway Strategy / Plan of Action

- Updated Highway Strategy in 2010/11

Mackenzie Valley Highway to Tuktoyaktuk

- Completed an economic analysis of the Mackenzie Valley Highway to Tuktoyaktuk
- Completed construction of gravel access road from Tuktoyaktuk to Source 177
- Completed Project Description Report for highway section from Inuvik to Tuktoyaktuk
- Began Project Description Reports for entire all-season Mackenzie Valley Highway
- Improvements to the Mackenzie Valley Winter Road bridges and surface grades

Nahanni Butte

- Completed the construction of the new all-weather access road

Yellowknife By-Pass Road

- Completed construction of the By-Pass Road in partnership with the City of Yellowknife to improve transportation of cargo within the City

Tuktoyaktuk to Source 177 Gravel Access Road

- Completed construction of access road in partnership with the Hamlet of Tuktoyaktuk

Deh Cho Bridge

- Installation of a new project management team (Associated Engineering Ltd.)
- Technical audit of Phase I works under the Deh Cho Bridge Corporation is planned for August 2010
- Continuing to work with Territorial advisors (BPTEC-DNW and TYLin International) on the technical aspects of the bridge
- Communications via GNWT-DOT web site, webcam, newsletter, touring model of the bridge
- Continued to advance the construction of the Deh Cho Bridge
- Completed design of the toll collection system

- Completed the electrical design (roadway & navigational lighting, structural health monitoring system, toll system requirements, utility corridors)

Negotiate agreement for Highway 5 through Wood Buffalo National Park with Parks Canada

- Continued to work under ongoing MOU to perform maintenance and other required work on Highway 5 and recover costs from Parks Canada
- Parks Canada agreed to reimburse GNWT for culvert replacement at km 151.8

Improve and standardize maintenance practices

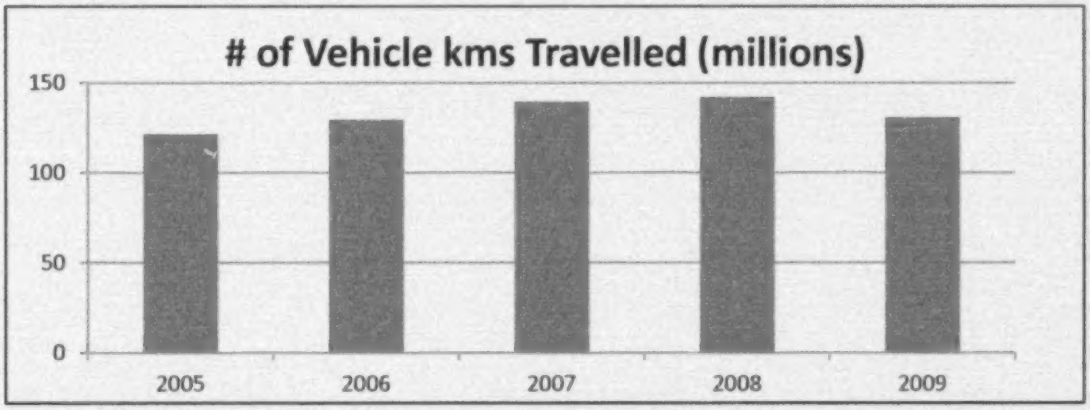
- Updated the NWT Highway Maintenance Manual to reflect current operations
- Completed the deployment of an Equipment Management System
- Worked with the Transportation Association of Canada, developed complete guidelines for the development and management of transportation infrastructure in permafrost regions
- Implemented plans to use own forces to haul gravel and water where efficiencies can be realized in the North Slave and South Slave Regions

Expand bridge and culvert inspection and management system

- Established program to carry out inspections and assessments of highways structures, structural maintenance and oversize vehicle permit analysis. Pre-engineering surveys and studies have also been completed to identify priorities

Measures Reporting

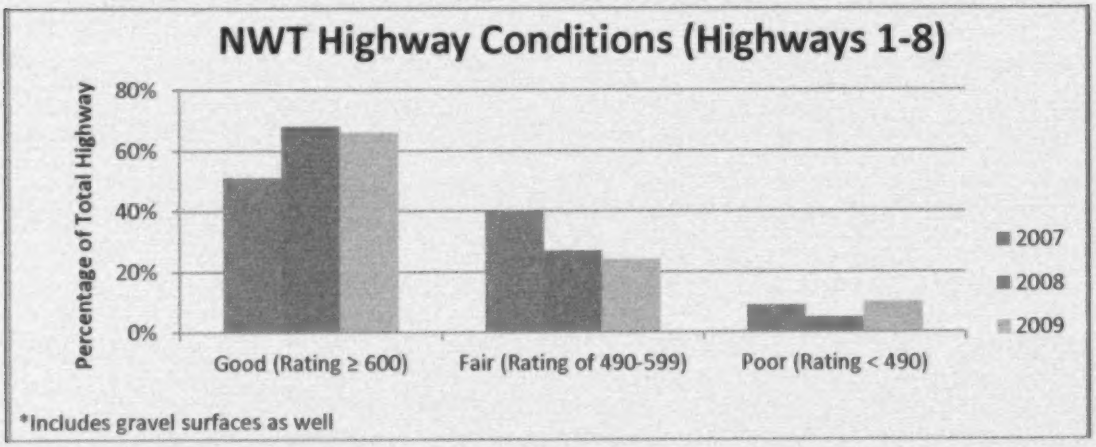
Number of Vehicle Kilometres Travelled (All Traffic on Highways 1-8)



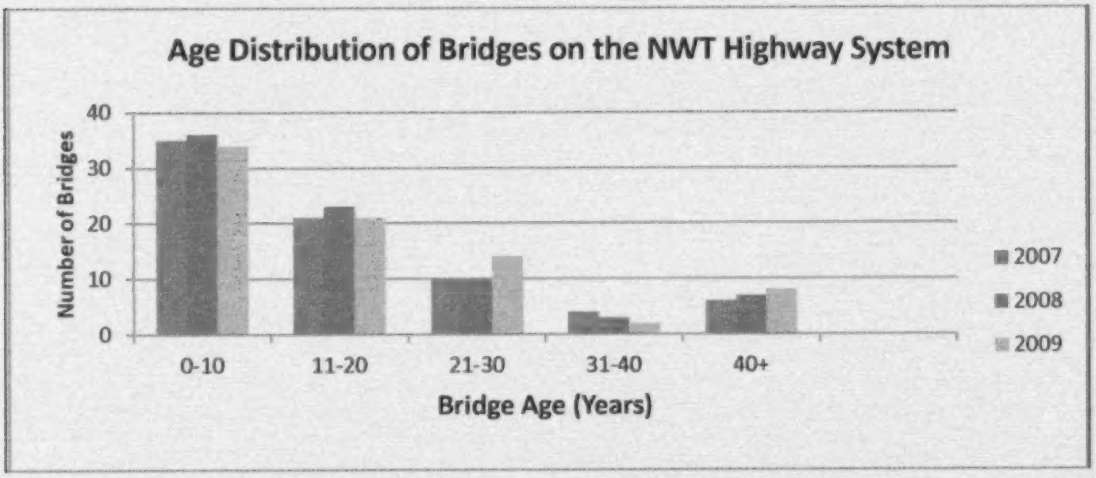
Percentage of different classifications of NWT All-Weather Highway System

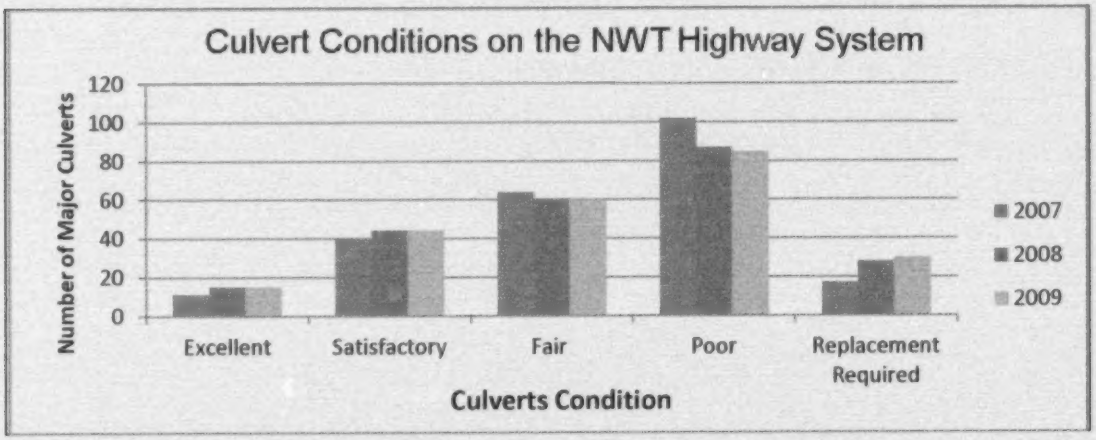
NWT All Weather Highway System Classification – Surface Types (km)				
	2007	2008	2009	2010 (proj.)
Surface	867 (43%)	881 (44%)	885 (44%)	905 (45%)
Dust Controlled	452 (23%)	559 (28%)	555 (28%)	535 (27%)
Untreated Gravel	677 (34%)	556 (28%)	556 (28%)	556 (28%)

Percentage of Highway Kilometres with a Good to Excellent Ride Condition Rating



Number of Bridges and Culverts with a Good to Excellent Inspection Condition Rating





KEY ACTIVITY 4: MARINE

Description

The purpose of the Marine Program is to provide safe, reliable, effective and environmentally responsible ferry services on the highway system. The Department is responsible for the maintenance, operation and continued improvements, of four motor and one cable vessel and their support facilities.

The Department provides ferry services at five river crossings where territorial all-weather highways traverse waterways. Connected with the Ferries Program, the Department maintains a close watch over federal marine legislation, regulation and policy activities. There are three areas of program support: Management, Maintenance and Refits and Operations.

Major Program and Service Initiatives 2011-12

Overall

Implement Ferry Strategy/Plan of Action

- Follow through on our recent Ferry Strategy, *"On-Course"*
- Continue to roll out our five year ferry re-fit plan
- Complete the redeployment of the Merv Hardie following the opening of the Deh Cho Bridge (to include HR, operations and maintenance)

Ferry Structure and Process Best Practices

- Continue to implement environmental best practices for spill contingency, the handling of waste oil and improved ramp design
  Continue to research improved fuel efficiency possibilities for propulsion systems
- Implement updates to Alcohol Policy and finalize Drug Policy based on review of effectiveness of the current Alcohol Policy
- Provide state of the art training opportunities for our crews
- Provide opportunities for northern residents to follow a career in the marine field

Strategic Initiatives

Marine Training Program

The Department has developed a marine training program to increase the number of qualified northern persons available to fill marine positions and to develop a skilled marine workforce. DOT will continue to expand this program in order to encourage northerners to consider marine services for their career and improve staff retention. The Department's long-term intention is that all required training, from entry level to Master, would be available in the NWT. The program now offers training in a number of areas related to marine services.

Dempster Highway Ferry Operations Extension

The operating season for the ferry crossing at the Peel River and Arctic Red River crossings will be extended to allow uninterrupted access to Fort McPherson during the river freeze up and improve resupply to Beaufort Delta communities. This will provide a less expensive way to transport essential goods for approximately 22 additional days. It is also planned to extend the Arctic Red River ferry operation by seven days by keeping an ice channel open and increasing the hours of service from 16 to 24 hours per day benefiting the Town of Inuvik.

Four Year Business Plan Update

Results to Date

Develop a Ferry Strategy/Plan of Action

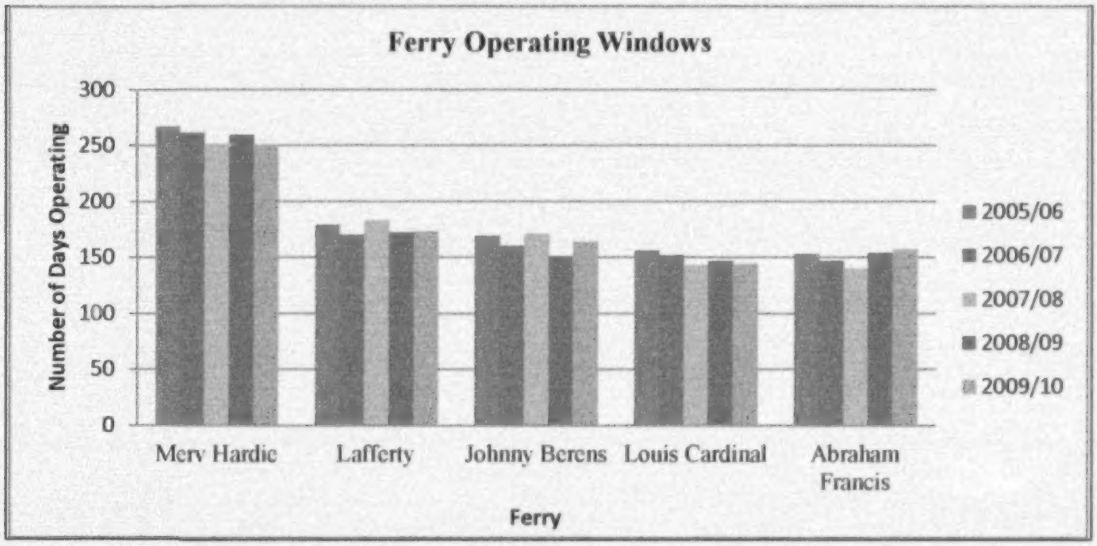
- Developed a draft of DOT's Ferry Strategy/Plan of Action entitled *"On Course"*
- Completed refit of all five DOT fleet ferries and commenced rolling five year re-fit plan.
- Developed Ferry Contingency Plan

Implemented Best Practices

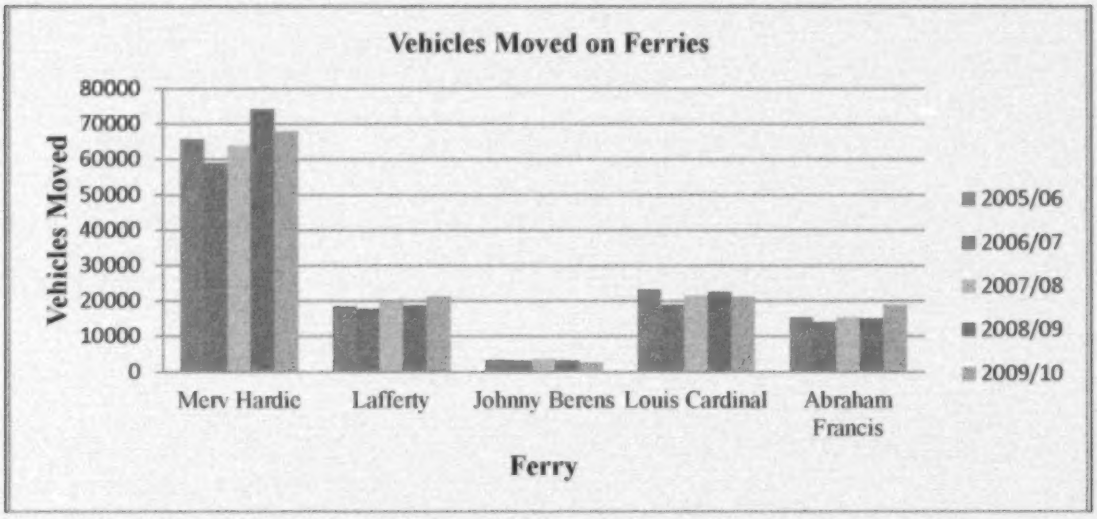
- Completed and implemented alcohol portion of Drug and Alcohol Policy
- Replaced the Mackenzie River Ferry (Louis Cardinal) engines and achieved an approximate 25% reduction in fuel consumption
- Provided newly developed training in Passenger Safety Management and Marine Security

Measures Reporting

Total Operating Days for All Ferries



Total Vehicles Moved on Ferries



Percentage of students enrolled in the Marine Training Program, with number of graduates and percentage of Northerners

- 39 employees have conducted various levels of formal training under the Marine Training Program and have all graduated from their respective training level successfully. Currently 85% of GNWT employees operating NWT ferries are northerners

KEY ACTIVITY 5: COMMUNITY ACCESS PROGRAM

Description

The Community Access Program provides financial contributions to communities to construct community access roads, trails and marine facilities. The application-based program provides community contributions for building locally owned access roads, winter roads and trails to points of interest, recreational opportunities, and renewable resource harvesting areas. The program also provides contribution funding for constructing marine facilities to support local boating.

Major Program and Service Initiatives 2011-12

Overall

2011/12 projects will be determined based on the merit of project proposals submitted by communities.

Strategic Initiatives

Community Access Program
Through the Refocusing Government Strategic Initiative, based on recommendations from the Committee on the Sustainability of Rural and Remote Communities, the Community Access Program was expanded both in scope and scale in 2010/11. The additional funding increased the number of communities that can access the program and has expanded the scope of the program to include marine facilities and winter gravel access roads. The program is application based and funding is allocated to communities based on the merit of the project proposals annually. During the allocation process, efforts are made to maximize both the total number of communities and the number of rural and remote communities receiving funding.

Four Year Business Plan Update

Results to Date

Community	Projects Undertaken in 2009/10
Salt River	Grand Detour Winter Road
Ft Good Hope	Blue Fish Access Road
Paulatuk	ATV Trail to Hornaday River
Fort McPherson/Aklavik	Winter Road
Fort McPherson	Trail to Husky Lakes
Tsiigehtchic	Arctic Red River Ice Road
Tulita	Brushing & Clearing Willow Lake Trail
Deline	Willow Lake Trail
Fort Resolution	Nagel Channel Access Road

Measures Reporting

Total number of ongoing projects undertaken under the program

- A total of 29 trails have been initiated through the Community Access Program. 14 community access projects are already planned for 2010/11 to date, up from a total of 9 projects in 2009/10.

Total number of dollars invested

- A combined total investment of $4.7 million since the program began (1993/94 to 2009/10)

KEY ACTIVITY 6: ROAD LICENSING AND SAFETY

Description

The purpose of the Road Licensing & Safety Program is to ensure the protection of public safety and the environment in areas of private and commercial vehicle use.

The Department is responsible for the testing, registration and inspection of all drivers and vehicles that use the Territorial transportation network. The Department establishes and enforces the Acts, Regulations and Safety Codes that apply to drivers and motor vehicles including commercial motor carriers throughout the Territory.

Connected with the Road Licensing and Safety Program, the Department ensures the safe operation of all commercial vehicles through transportation legislation, inspections, regulations and policy activities. The Program ensures compliance with national policies and initiatives. The Program researches trends in highway transportation safety, technology development, and future opportunities for partnerships to ensure regulatory harmonization, implementation of new ideas and ensuring all drivers and vehicles are safe to share the roadways. There are three areas of program support: Management, Driver & Vehicle Licensing Program and Carrier & Inspections Program.

Major Program and Service Initiatives 2011-12

Overall

Motor Vehicle Information System

- Continue with implementation and testing of system enhancements to address functionality gaps
- Continue to undertake priority maintenance and repairs required to support the stability and integrity of the Motor Vehicle Information System
- Finalize business case and resourcing strategy, including potential funding partnerships, for the replacement of the MVIS

Restructure Commercial Permitting and Carrier and Inspection programs

- Continue to implement the reorganization plan for the Carrier & Inspections Program refocusing duties to on-road enforcement
- Consider Weigh-in-Motion Scale (WIMS) as a tool for future enforcement activities

Emerging and Unique Vehicles

- Continue participating in Canadian Council of Motor Transport Administrators (CCMTA) working groups on emerging vehicle technologies to monitoring and evaluate safety tests and experiences of other jurisdictions before moving forward in the NWT
- Continue to investigate/research emerging vehicle types such as low speed vehicles, quadricycles and electric vehicles

Transportation

Strategic Initiatives

Commercial Transport
To strengthen service delivery the Department is implementing improvements in the management of commercial vehicle traffic. Overweight, Over-Dimension, Registration and Fuel Tax permits are now being issued by the 24/7 Permitting Call Centre. Additionally, the Department will continue to focus Highway Transport Officers' responsibilities on enforcement and inspection activities. The Department reorganized Highway Transportation Officer positions by establishing standard HTO 1, 2 and 3 level positions which has improved efficiencies, training and expanded succession planning.

Licence Plate
The NWT is one of the last jurisdictions in North America to move to a reflective licence plate. The change in design includes a new slogan, "Spectacular", replacing "Explore Canada's Arctic". The polar bear licence plate is unique in the world, is internationally known, and has played a significant role over the years in promoting the NWT. These plates are currently being distributed and will be fully in place in late 2011. The Department will continue to examine additional plate types such as dealer, construction, trailer and souvenir plates.

Four Year Business Plan Update

Results to Date

Motor Vehicle Information System
- Completed migration of the Motor Vehicles Information System (MVIS) from the HP 3000 platform to a Windows based SQL platform
- Completed a business analysis of the MVIS system, including business rules

Review and Update Revenue Opportunities
- Completed a review of Canadian fines for motor vehicle and all-terrain vehicle offences

Review and Update Motor Vehicle Act
- Developed and implemented a number of amendments to the Motor Vehicle Act to improve safety and meet the needs of the traveling public. The amendments simplified the driver licence renewal process and improved the safety of emergency vehicles operating on highways

Enhance Online Road Licensing and Safety Services
- Research completed into how other jurisdictions provide online registry services
- Implemented a Remote Weather Information System at Chan Lake that will provide the travelling public with on-line road weather information

Improve Services to Remote Communities Through the Use of Mobile Issuing Stations (MIS)
- Developed two Mobile Issuing Stations that fit in a suitcase and contains all the equipment and software necessary to offer the full range of driver and vehicle services
- The MIS is being used successfully in remote communities where service is requested

Streamline Process for Renewing Driver's Licences
- Streamlined process for driver's licence renewal

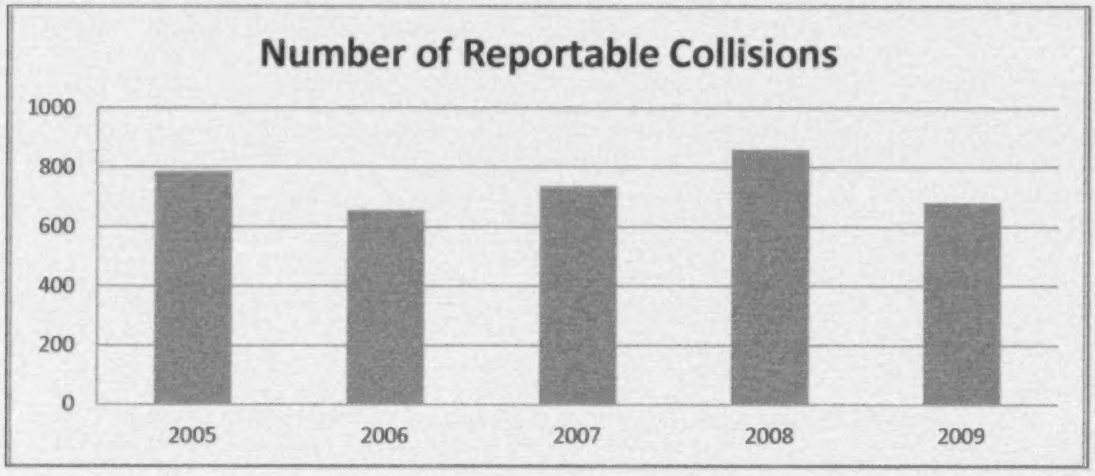
Improvements to Issuing Offices
- Completed renovations to the Yellowknife Issuing Office to improve service delivery

Repatriation of Issuing Offices

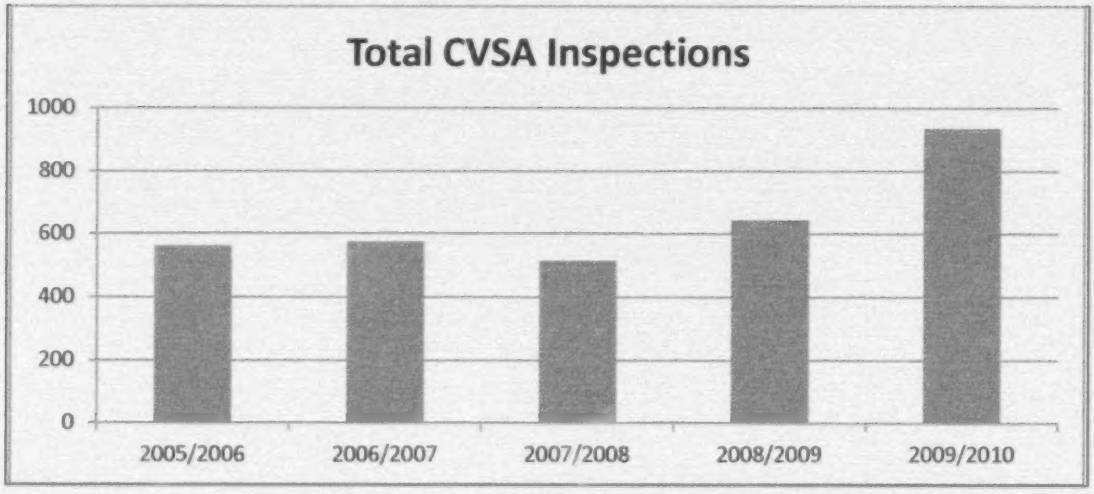
- Transitioned to own forces for the issuing offices located in Inuvik and Fort Smith.

Measures Reporting

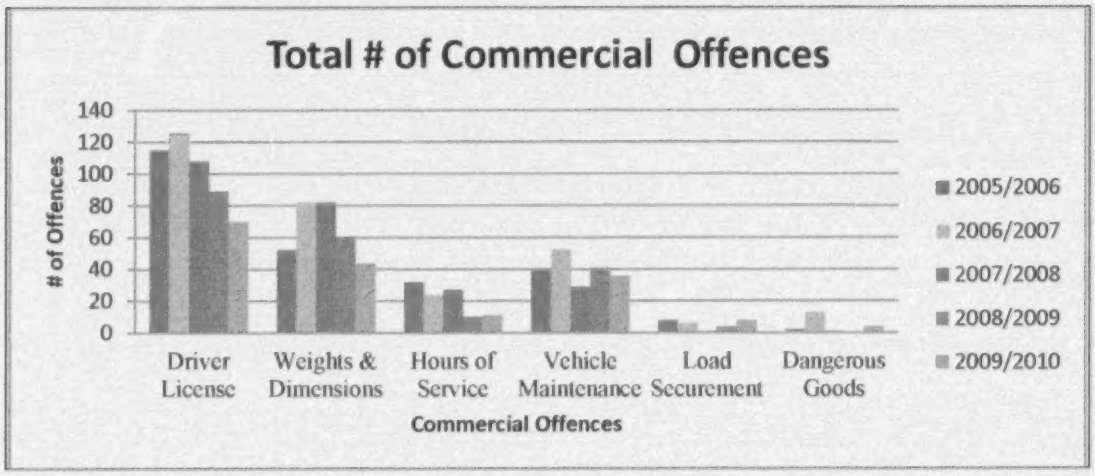
Annual Volume of Reportable Collisions



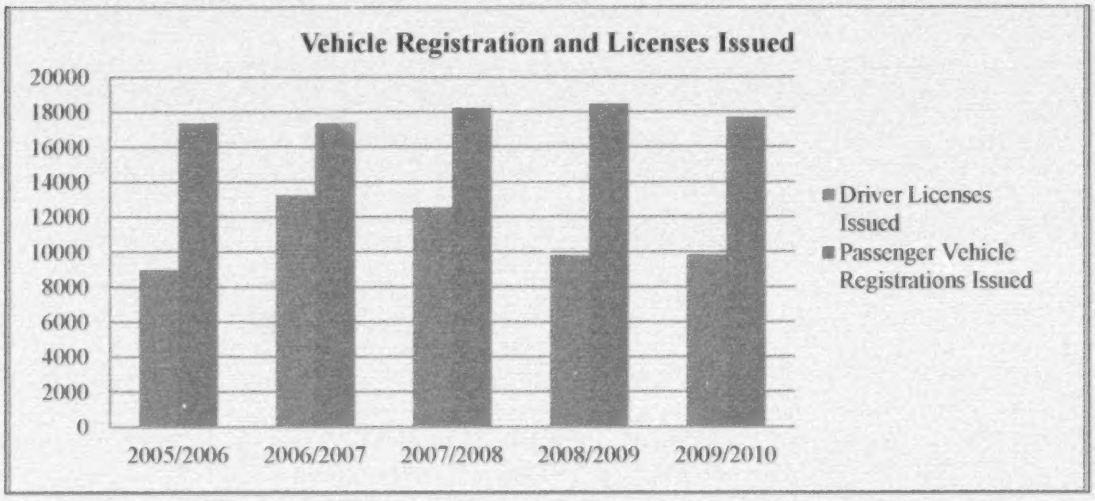
Number of Commercial Vehicle Safety Alliance (CVSA) inspections conducted



Number of Commercial Offences



Number of Vehicle Registrations and Licenses Issued



c) Infrastructure Investments

Activity to Date

Air System Capital Improvements

Fort McPherson Runway Expansion (RCL) 2009/10 – 11/12
Colville Lake Airport Relocation (BCP) 2009/10-11/12
Trout Lake Airport Relocation (BCP) 2009/10-11/12
Paulatuk ATB (Infrastructure Stimulus Fund) 2010/11
Sachs Harbour ATB (Infrastructure Stimulus Fund) 2010/11
Tuktoyaktuk ATB (Infrastructure Stimulus Fund) 2010/11
Yellowknife Airport Combined Services Building (BCP) 2008/09 – 10/11
Fort Good Hope Runway Expansion (RCL): 2008/09 – 09/10
Tulita Runway Expansion (RCL) 2008/09 – 09/10
Yellowknife Runway 15-33 Overlay (ACAP) 2008/09-2009/10

Highway System Capital Improvements

Hwy 1 Reconstruction – km 188-457 (CSIF/BCP) 2008/09-13/14
Hwy 1 Widening from Alberta Border to Enterprise (BCP) 2008/09 – 11/12
Hwy 3 Major Repairs Behchoko to Yellowknife/Behchoko Access Road (BCP) 2008/09 – 12/13
Hwy 4 Reconstruction– km 0-69.2 (CSIF/BCP) 2008/09-13/14
Hwy 7 Reconstruction – km 0-254 (CSIF/RCL) 2008/09 -11/12
Hwy 8 Reconstruction – km 0-259 (CSIF/BCP) 2008/09-13/14
Hwy 5 Chip seal (RCL) 2008/09 – 11/12
Hwy 6 Chip seal (RCL) 2008/09 – 10/11
City of Yellowknife Bypass Road (BCP) 2008/09 - 10/11
Kakisa River Bridge (BCP) 2008/09 - 09/10
Highway Chip seal Overlay 2008/09-13/14
Various Bridges/Bridge Rehabilitation Program (RCL) 2008/09– 13/14
Culvert Replacement Program 2008/09-13/14
Mackenzie Valley Winter Road Bridge Program 2008/09-11/12
Mackenzie Valley Winter Road Grade Improvements (RCL) 2008/09 – 11/12
Trout Lake Winter Road (RCL) 2008/09 – 09/10
Déline Winter Road Realignment 2008/09-11/12
Tuktoyaktuk Gravel Access Road to Source 177 (BCP) 2008/09 – 11/12
Access Road Improvements (Hay River Reserve, Jean Marie River, Nahanni Butte) 2008/09-11/12
Dettah Access Road (BCP) 2009/10-10/11

Planned Activities – 2011-12

Air System Capital Improvements

Fort McPherson Runway Expansion (RCL) 2009/10 – 11/12
Colville Lake Airport Relocation (BCP) 2009/10-11/12
Trout Lake Airport Relocation (BCP) 2009/10-11/12

Highway System Capital Improvements

Hwy 1 Reconstruction – km 188-457 (CSIF/BCP) 2008/09-13/14
Hwy 1 Widening from Alberta Border to Enterprise (BCP) 2008/09 – 11/12
Hwy 3 Major Repairs Behchoko to Yellowknife/Behchoko Access Road (BCP) 2008/09 – 12/13
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Hwy 7 Reconstruction – km 0-254 (CSIF/RCL) 2008/09 -11/12
Hwy 8 Reconstruction – km 0-259 (CSIF/BCP) 2008/09-13/14
Hwy 5 Chip Seal (RCL) 2008/09 – 11/12
Hwy 6 Chip Seal (RCL) 2008/09 – 10/11
Highway Chip Seal Overlay 2008/09-13/14
Various Bridges/Bridge Rehabilitation Program (RCL) 2008/09– 13/14
Culvert Replacement Program 2008/09-13/14
Deh Cho Bridge 2008/09 – 11/12
Mackenzie Valley Winter Road Bridge Program 2008/09-11/12
Mackenzie Valley Winter Road Grade Improvements (RCL) 2008/09 – 11/12
Délîne Winter Road Realignment 2008/09-11/12
Tuktoyaktuk to Source 177 Gravel Access Road (BCP) 2008/09 – 11/12
Colville Lake Winter Road Grade Improvements (RCL) 2010/11-11/12
Mackenzie Valley All Weather Road (RCL) 2010/11 – 11/12
Tłı̨chǫ Winter Road Realignment (RCL) 2010/11 – 11/12
Wekweètì Winter Road (RCL) 2010/11 – 11/12

d) Legislative Initiatives

Activity to Date

Motor Vehicles Act

The Department is committed to ensuring that its legislation remains current and assists staff and peace officers in the administration and enforcement of motor vehicle related programs. The Department has developed and implemented a number of amendments to the *Motor Vehicles Act* to improve safety and meet the needs of the traveling public. The amendments simplified the driver licence renewal process, improved the safety of emergency vehicles operating on highways and clarified a number of provisions in the act. Additional amendments were made to increase various fees for issuing services and commercial vehicle regulations.

Summary Convictions Procedures Act

Amendments were made to the Summary Convictions Procedures Regulations to double the fine for speeding in construction zones and school zones. Further amendments are being made to include all offences under the *ATV Act* and regulations and to also increase fines.

Planned Activities – 2011-12

- Additional *Motor Vehicles Act* amendments to implement program requirements and to include policy updates, such as those involving distracted driving.

e) Human Resources

Overall Human Resource Statistics

All Employees

	2010	%	2009	%	2008	%	2007	%
Total	287	100	272	100	277	100	261	100
Indigenous Employees	164	57	156	57	158	57	152	58
Aboriginal	103	36	99	36	103	37	99	38
Non-Aboriginal	61	21	57	21	55	20	53	20
Non-Indigenous Employees	123	43	116	43	119	43	109	42

Note: Information as of March 31 each year.

Senior Management Employees

	2010	%	2009	%	2008	%	2007	%
Total	11	100	12	100	12	100	12	100
Indigenous Employees	3	27	3	25	3	25	3	25
Aboriginal	1	9	1	8	0	0	0	0
Non-Aboriginal	2	18	2	17	3	25	3	25
Indigenous Employees	8	73	9	75	9	75	9	75
Male	11	100	12	100	12	100	12	100
Female	0	0	0	0	0	0	0	0

Note: Information as of March 31 each year.

Non-Traditional Occupations

	2010	%	2009	%	2008	%	2007	%
Total	144	100	133	100	140	100	135	100
Female	7	5	6	4	7	5	3	2
Male	137	95	127	96	133	95	132	98

Note: Information as of March 31 each year.

Employees with Disabilities

	2010	%	2009	%	2008	%	2007	%
Employees with disabilities	1	.3	1	.4	1	.4	1	.4
Other	286	99.7	271	99.6	276	99.6	260	99.6
Total	287	100	272	100	277	100	261	100

Note: Information as of March 31st each year.

Position Reconciliation

This information differs from the employee information on the preceding page; human resource information reflects actual employees as of March 31 each year. The information presented below reflects position expenditures approved through the budget process for each fiscal year.

Active Positions

Summary:

	2010-11 Main Estimates	**Change**	**2011-12 Business Plan**
Total	307	6	313
Indeterminate full-time	278	6	284
Indeterminate part-time	-	-	-
Seasonal	29	-	29

Adjustments during the Year:

Position	Community	Region	Added/ Deleted	Explanation
Heavy Equipment Operator	Fort Resolution	Ft. Smith	4	Repatriation of Highway Maintenance Service – Buffalo River Beat
Issuing Agent	Ft. Smith	Ft Smith	1	Repatriation of Registration and Licensing delivery services
Issuing Agent	Inuvik	Beaufort Delta	1	Repatriation of Registration and Licensing delivery services

Other Positions

There are no other positions in the Department.

Other Human Resource Information

One of the stated priorities of the Legislative Assembly is to "improve human resource management within the GNWT through training, career planning, and encouraging innovation by employees." To address this priority, the Department of Human Resources has launched a long-term human resources strategy for the public service entitled, *20/20: A Brilliant North*. Among other initiatives, this strategy provides a framework for the development of departmental human resource plans, including succession plans and affirmative action plans.

The tables below indicate statistics on departmental human resource activities with respect to summer students, interns and transfer assignments for 2010. The information is current as of August 2010.

Summer Students				
Total Students	Indigenous Employees (Aboriginal + Non Aboriginal	Indigenous Aboriginal	Indigenous Non-Aboriginal	Non-Indigenous
31	29	13	16	2

Interns				
Total Interns	Indigenous Employees (Aboriginal + Non Aboriginal	Indigenous Aboriginal	Indigenous Non-Aboriginal	Non-Indigenous
3	3	0	3	0

Transfer Assignments				
Total Transfer Assignments	Indigenous Employees (Aboriginal + Non Aboriginal	Indigenous Aboriginal	Indigenous Non-Aboriginal	Non-Indigenous
9	4	3	1	5

Activities Associated with Staff Training & Development

In 2010/11, DOT hired 31 students across a range of technical and operational areas. In addition, DOT has continued to support three intern positions offering career development opportunities in the areas of communications, highways and environmental affairs.

DOT also continues to support a number of developmental transfer assignments. At present, there are nine developmental transfer assignments within DOT. These assignments continue to assist employees in building the skills they require to help advance their long term career aspirations with the Department.

DOT has also been an active supporter of the Apprenticeship Program now supporting ten apprenticeship positions across the Department in both the electrical and heavy duty mechanic fields.

DOT's Career Development Program has continued to assist departmental employees in preparing for progressive career development opportunities across a range of professional, technical, managerial and non-traditional positions since its inception in 1999. To date, 62 employees have participated in this program.

In addition, each year DOT and the Department of Public Works & Services jointly sponsor awards for students in Grades 7, 8 and 9 who have achieved the highest combined marks in math and science. The purpose of these awards is to encourage students to excel in math and science and by doing so, help prepare them for continued learning in the fields of engineering and a wide range of technical trades. This past year, 22 schools across the Northwest Territories submitted nominations for 55 students.

In 2009/10, DOT continued to partner with Discovery Air, and Adlair Aviation to provide scholarships for NWT students attending full-time training leading to a northern career in aviation. This past year, a total of $37,500 was awarded to 8 students, representing seven full $5,000 scholarships and one $2,500 partial scholarship.

As part of DOT's Airports Safety Management System implementation efforts over the past three years, 106 GNWT employees have been trained on how to conduct integrated safety investigations, quality assurance and safety audits. In addition, 56 GNWT employees have also participated in airport emergency response training.

f) Information Systems and Management

Overview

DOT's information systems and related support services play a critical role in enabling the enforcement of transportation regulations (eg driver and vehicle licensing, commercial traffic tolls, permits and enforcement), real-time provision of information to the travelling public and industry, support effective management of transportation infrastructure that is vital to the economic and social well-being of the NWT, as well as support transportation-related financial and administrative functions.

Planned Activities - 2011-12

Key Developments during 2011/12

- Develop capital enhancements to the Motor Vehicle Information System to comply with the Canadian Drivers License Agreement
- Implement the Bridge Toll collection and traffic data classifications systems
- Rollout the Asset Maintenance System to Marine and Highway Surface Maintenance
- Further integration between safety and maintenance related systems
- Further enhancements to the DOT Website Engine used by DOT, DAAIR, ENR, Legislative Assembly and Aurora College. Support additional Departments in adopting the engine
- Support the roll-out of the Safety Management System to smaller airports
- Develop and implement statistical reporting capabilities of the landing fee system

Key Analysis Activities

- Further develop a replacement plan for the legacy Motor Vehicle Information System
- Conduct a detailed analysis for various possible interfaces from DOT's systems to the GNWTs financial information system (SAM), as well as a leasing module to support airport commercial development
- Conduct a preliminary analysis into an Environmental Management System.
- Conduct a preliminary analysis for a shared Emergency Management System for DOT / MACA/ H&SS
- Conduct a preliminary analysis for an Airport Security Management System to satisfy national regulations
- Continue to participate in national & regional developments into a shared regional 511 Road / Weather Information system, providing information via website and phone (511) services

4. Future Strategic Direction

Transportation infrastructure is a key component of Territorial infrastructure enabling economic and community development, tourism, the delivery of social services and reducing the cost of living in our communities. Going forward the Department is working to ensure that all of these factors are taken into account for planning and funding initiatives.

Over the past two decades the Department has released progressive strategies for developing our highways for both the Northwest Territories and, in partnership with other Northern jurisdictions, for the entire North. With the release of an update to the Department's Highway Strategy from 2000 the Department will undertake building a transportation vision for the future. This vision is vital as every investment that happens now will define our transportation network for decades to come.

Environment & Sustainability
In a time of economic restraint the importance of transportation to the economy and to individuals is growing. In the North, there are unique challenges for the distances that people and goods travel. The Department will do its part to encourage sustainable behaviour and lifestyle, as well as steward the environment. These unique challenges require changes in the way we plan and build our transportation network but also in the mindset of our residents.

Secure Future Capital Investments
A significant amount of money has been invested in the transportation system over the past five years and it is currently expected that these levels of investment will not return for a number of years. With this in mind the Department will focus on prioritizing the capital investments that are needed. To address funding gaps there will be an emphasis on exploring new partnerships with the Federal Government and industry while examining alternative financing methods. Strengthening our connections between communities is a priority whether it involves reconstructing current roads or building new connections.

Working with Other Jurisdictions
The Department will work with partners in jurisdictions across the country to examine ways to harmonize regulations, share successes and best practices and develop Canadian solutions to our problems. There are a number of benefits that have been realized in the past from working with partners through national groups and this must continue. In areas such as best practices for highway construction, safety legislation, environmental sustainability it is important to ensure that the Department is not acting alone. The Department will also partner with communities to promote efficiencies, maximize expertise and realise mutual benefit.

Nation Building - Mackenzie Valley Highway to Tuktoyaktuk
Across Canada there are a number projects that are of local significance and some of regional significance but there are only a few projects across Canada that are of national significance, the Mackenzie Valley Highway to Tuktoyaktuk is one such project. The Highway, begun in the 1960's by Prime Minister Diefenbaker before being put on hold, is now at a pivotal moment. Aboriginal Groups along the proposed route of an all-season highway are working with the Department and the Government of Canada to complete the environmental and engineering work necessary to apply for the necessary regulatory approvals to begin construction. Having each group working together on a unified vision for an all-season highway that would truly connect Canada from coast to coast to coast is a significant moment in history. Once the necessary regulatory approvals are in place we hope to work with our federal partners to fund and undertake construction of this road to resources.